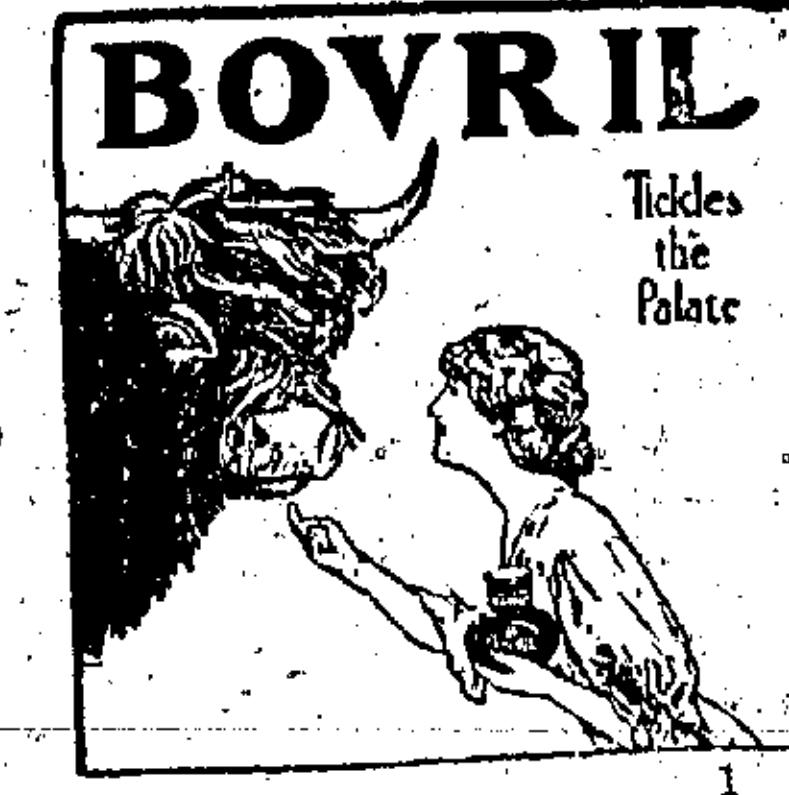




Hongkong Daily Press.

ESTABLISHED 1857.



No. 16,749 號九十四百七十六萬一第一 日七十一年亥年 HONGKONG, FRIDAY, JANUARY 5TH, 1912. 五拜禮 號五月正年一百九十一英港香 PRICE, \$3 PER MONTH.

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[a27]

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Hongkong, 29th April, 1908. [a404]

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Hongkong, 26th October, 1906. [a272]

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33, QUEEN'S ROAD CENTRAL.

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11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
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1.00 p.m. to 5.00 p.m. Every 10 minutes.
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[a591]

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[a1085]

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[23]

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ONLY communications relating to THE NEWS COLUMN should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, nor for publication may be evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be invited.

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LONDON OFFICE: 131, FLEET STREET, E.C.**The Daily Press.**

HONGKONG, JANUARY 5TH, 1912.

If an accurate or even a fairly approximate computation could be made of the losses to British trade and commerce during the past year caused through strikes and lockouts of workmen, the total would be amazing. Sir THOMAS SUTHERLAND is his address last month to the shareholders of the P. and O. Company mentioned that the Company's "immediate losses," through having steamers held up in the month of August in consequence of the strike of railway men and dockers, amounted to £35,000. A rough calculation of the total loss suffered by the whole of the shipping companies by this strike gives alone an appalling figure, which is enormously increased when we think of the disastrous effects that interruption of communications must have caused to the general trade and industry of the entire country. There was throughout the year a constant succession of strikes and lockouts. Early in the year the printing trade suffered by a widespread strike of compositors, and as far back as February last there was an effort to bring about a general strike of men employed on the railways, but it did not extend beyond the North-Eastern Company's system and then fizzled out in a single day. Next came labour disturbances in the Welsh coal districts, and just before the Coronation there was much talk of a general strike of seamen, which, however, did not take place till a few months later. Concessions to the seamen settled the dispute at several of the

principal ports, but strikers of dockers and carters seriously hampered the transport trade in June, July and August. Then there was a threatened national strike of coal miners for minimum wage, and this again has been followed by strikes and lockouts in the Lancashire cotton trade. Apart altogether from the immediate losses these disturbances have caused, the industries and enterprises affected have in the result been seriously taxed by the concessions made to the men. The general statement that the purchasing power of money has so greatly increased of late years would seem to cover the cause of the trouble in the majority of cases, and, that being so, it is important to inquire whether a permanent solution is reached by conceding an increase of wages. Take the case of the railways. The statistics for 1910 show that, even though there was an increase in receipts, the dividends on ordinary and preferred capital still averaged only about 3 per cent. per annum. A few months ago, as a direct consequence of the unrest among the railway men, most of the great railway companies made concessions which added immensely to their wages bills. In the case of the London and North-Western the concessions represented an increase of £90,000 a year, and in that of the Great Western the estimated annual cost was £50,000 rising to £75,000. Railway dividends would vanish absolutely if the earning powers of the railways were not increased, and so the Government gave an assurance to the railway companies that they will propose to Parliament next session legislation providing that an increase in the cost of labour due to the improvement of conditions for the staff would be a valid justification for a reasonable general increase of charges within the legal *minimum*, if challenged, under the Act of 1894. We observe by the latest mail papers that all the railway companies recently had under consideration a proposal to increase passenger fares from January 1st to the extent of from 5 to 12½ per cent. on week-end fares, excursion, commercial travellers' tickets, etc., but not on ordinary fares. Sir THOMAS SUTHERLAND mentioned that the Port Trust of London had shown an example to the shipping companies (presumably) by raising its charge against all ships by a considerable amount. In all these industrial disturbances which result in increased pay to the men or a shortening of the hours of labour, the consequence must be a rise in the cost of the products manufactured. Thus in the end the higher wages obtained will not, under the new conditions, have a greater purchasing power than the smaller wages paid when commodities were cheaper. The standard of living is constantly rising, and since cheapness is an important factor in trade competition, the rising cost of manufactured articles in Great Britain must tend to seriously menace her commercial supremacy.

The Mail Tables for 1912 are now procurable at the Hongkong Daily Press Office.

In the Shanghai Golf Club Championship, J. B. Ferrier, last year's champion, beat his brother, F. Ferrier, by six and four to play.

A London paper mentions last month that the office of Colonial Secretary of Hongkong, which became vacant owing to the sudden death of Mr. Warren Barnes, was about to be filled, said: "The appointment has been sought after and the claims of numerous officials had to be considered."

Inspector Kerr yesterday prosecuted a man for the larceny of a sum of money from the person, and for having in his possession an offensive weapon. The defendant was sentenced to six weeks' imprisonment and 24 strokes for the first offence, and 14 days' imprisonment for the second.

The triennial election of two members of the Sanitary Board is due to take place next week. Dr. Fitzwilliams, we understand, will stand again; and we learn that Mr. F. B. L. Bowley has consented to be nominated. Mr. Shelloo Hooper, who has been kindly friends to come forward again, declines.

Messrs. Samuel Montagu and Co., in a recent circular, state that a shipment of gold—about £125,000—has been made from China. This is not believed to be a banking operation. It is most likely that the dynasty is taking the precaution of placing portions of its treasure beyond the reach of interference.

Lecturing at the Guildhall, London, on his expedition to the South Pole, Sir Ernest Shackleton paid a tribute to the 10 Mauchline ponies which accompanied the expedition. Only four, he said, survived the expedition, and they were all dead now. Had it not been for the pack, grit, and determination of the ponies the expedition to the South would have been much shorter than it was.

The King has been pleased to give and grant unto Sir Edgar Bruce Hart, Baronet, Commissioner of Imperial Chinese Maritime Customs, his Majesty's Royal Bruce and authority to accept and wear the Insignia of the Third Class of the Second Grade of the Order of the Double Dragon, conferred upon him by His Majesty the Emperor of China, in recognition of valuable services rendered by him.

The *Hawker's Magazine* for December has an appreciative notice of the services of Mr. A. M. Townsend on his retirement from the position of London Manager of the Hongkong and Shanghai Banking Corporation. The article calls particular attention to the good work Mr. Townsend did when in New York and the usefulness of his advice to both the Treasury on finance in the Far East, and the War Department on the acquisition of the Philippines.

A man committed suicide at Yum-ti on Wednesday last under somewhat peculiar circumstances. His neighbours suspected that he was a lunatic, and informed the police. When the officers called to have a look at him, they found that he had barricaded himself in one of the rooms. He told them he would let them in if they would wait for a little while. The police, however, smashed in the door, and discovered that he had cut his throat, completely severing the windpipe. He died about a minute after the police entered.

In the International Court at Bangkok recently Mr. R. D. Atkinson applied to the Court on behalf of the Hongkong and Shanghai Bank for directions regarding the sum of泰120,000 now lying in the bank in the name of China-Siam Steam Navigation Co., Ltd. The Court made an order that the money should remain in the Hongkong and Shanghai Bank and not be paid out without an order of the Court. It was open to both parties to agree together with regard to the payment of the coal bills.

According to a recent Belgian Consular report from Batavia, there are excellent openings in the Netherlands East Indies for cement, especially in view of the construction of a harbour at Surabaya and the enlargement of the harbours at Samarang, Macassar, and Tandjung Prioli. There was no less than 77 per cent. more cement used in 1910 than in the preceding year. After the Netherlands, Germany is by far the largest exporter of cement to the Netherlands East Indies. Many of the contract firms stipulate that the cement must contain from 2 to 6 per cent. of oxide of iron, so that the material may be rendered damp proof.

HONGKONG'S LATEST INDUSTRY.

Within the past month a new enterprise has been commenced in Hongkong and bids fair to command a fair degree of success. It is the Hongkong Lard and Meat Factory, which has been started purely in the interests of the Philippine lard trade. Up to the end of an uncertain period has been imported into the islands from the China coast, and as the authorities there are not negligent in the carrying out of the pure food laws it followed that there was considerable interruption in the importation. The Manila health authorities endeavoured to see what could be done towards ensuring the supply of a pure article, and their representative, Mr. Chandler, consulted with the Hongkong authorities in the early part of last year. Mr. Chandler impressed upon the local authorities the necessity for a guaranteed pure lard before it could be admitted into the Philippines, and as existing conditions did not give such a result, the only solution of the difficulty was to build a factory untrammelled power to dissolve Parliament, and was constantly interrupted.

PERSIAN AFFAIRS.

London, January 4th. Reuter's correspondent at Teheran reports that the execution of Sikatulislam, who was a high ecclesiastic, has perturbed the Cabinet, which is afraid of the effect upon the people.

SHIPPING AMALGAMATION.

London, January 4th. It is announced that the New Zealand Shipping Company has amalgamated with the Federal Steam Navigation Company.

THE PRIZE RING.

London, January 4th. Sydney telegrams state that the Johnson-McVea fight has been arranged to take place at Paris on the night that the Grand Prix is run.

OBITUARY.

London, January 4th. The American Admiral Evans, known as "Fighting Bob," is dead.

ITALY'S FINANCIAL RESOURCES.

London, January 4th. A telegram from Rome states that the principal sources of revenue in the last half of 1911 show an increase of 30,625,000 lire. The *Tribuna* remarks that the financial resources of Italy are capable of withstanding every adverse occurrence in a marvellous way.

IRISH HOME RULE.

London, January 4th. The Ulster Unionist Council has issued a manifesto to the effect that a provisional Government will be constituted in Ulster in the event of Home Rule being granted, and that the most extreme measures will be resorted to in defence of Ulster loyalists.

ALLOCATION TO SINKING FUND.

London, January 4th. Consols are quoted at 77½, having hardened owing to the announcement that three millions sterling has been allotted to the sinking fund for 1911-1912.

THE RACE FOR THE PRESIDENCY.

London, January 4th. Reuter's correspondent at Washington wires that President Taft indicated to visitors at the White House that he did not intend to withdraw from the race for the Presidential nomination in favour of Col. Roosevelt. He said nothing but death would keep him out of the fight now.

The last sentence apparently refers to the attack by Col. Roosevelt on the arbitration treatises.

HER EYES AND COMPLEXION should add to every woman's charm. PINK-LETS clear the skin of pimples and blemishes, dispel Constitution, give the bright eyes of health. Tiny but thorough. As gentle as nature. Of Chemists, r.p.m. free for 60 cents, from Dr. Williams' Medicine Co., 84, Shanghai Road, Shanghai.

TELEGRAMS. TELEGRAMS.

THE REVOLUTION.

(FROM THE "CHUNG NGOI SAN PO.")

THE NEW CHINESE CABINET.

Shanghai, January 4th. The new Cabinet of the Republic has been formed as under:

Wong Hing Minister for the Army.

Cheung Chok Pon Asst. do.

Wong Chung Ying Minister for the Navy.

Tong Hsiung Wing Asst. do.

Wu Ting Fang Minister for Justice.

Lu Chi Yee Asst. do.

Chau Kam To Minister of Finance.

Wong Hung Yau Asst. do.

Wong Chung Wah Minister for Foreign Affairs.

Ngui San Cho Asst. do.

Cheung Tak Ching Minister for Internal Affairs.

Cheung Ku Ching Asst. do.

Choi Yuen Pui Minister for Education.

King Iu Yut Asst. do.

Cheung Hui Minister for Industry.

Ma Kwan Mo Asst. do.

Pong Shau Chin Minister for Communications.

Yu Yen Yam Asst. do.

General Li Yuen Hung has been elected as Vice-President.

(THROUGH REUTER'S AGENCY.)

THE IMPERIAL FAMILY.

It is reported from Harbin that the Commander of the troops at Zhili has received 100,000 taels to prepare a residence for the Chinese Emperor and family.

TURKISH POLITICS.

London, January 4th. Constantinople telegrams state that the new Cabinet met the Chamber, and a stormy sitting followed. The Grand Vizier insisted upon the modification of the Constitution by which it is proposed to give the Sultan untrammelled power to dissolve Parliament, and was constantly interrupted.

AUSTRALIAN AVIATION.

London, January 4th. Reuter's correspondent at Sydney wires that an aviation school has been opened. Hart, the first Australian Pilot, has made flights accompanied by the Postmaster-General.

A MILITARY RIOT.

London, January 4th. Particulars have leaked out regarding a military riot which took place on New Year's Eve at Longmoor camp. The men of a certain Scottish infantry regiment, becoming enraged at the refusal of the authorities to give them a wholoholiday on New Year's Day, assembled after "lights out," smashed their bunks, and stoned the officers' quarters. The officers and non-commissioned officers turned out wearing overcoats over their pyjamas. The men formed a square, and the sergeants, in attempting to break it, received bayonet wounds, and one was shot.

Eventually an officer, who was a noted boxer, challenged a representative of the men to single combat. A ring was formed and in the fight which followed the officer emerged the victor. The men then returned sullenly to their bunks. No arrests were made. The leaders of the riot were Scotsmen belonging to the mounted infantry contingents training at Longmoor. The sergeants who were bayoneted received only flesh wounds, but the one who was shot was seriously injured.

LATER.

An investigation of the military riot shows that there was no question of a mutiny. There was a fight between the Scottish and the Yorkshire regiments arising out of the defeat of the former in a football match. It was most desperate and lasted for twenty minutes, bricks, stones, shovels and hammers being used. The bedsheets in the bunks were broken up and used as missiles. The Welshmen sided with the Yorkshires and the Irishmen sided with the Scots. There was no shooting, but two of the men were bayoneted. Neither was there any pugilistic encounter between an officer and a private. The officers quickly quelled the outbreak. The Commandant describes the affairs as a "rag."

HONGKONG CLUB BOYS' REVOLT.

Trouble has arisen among the boys at the Hongkong Club over the wearing of a new uniform. Five of their number appeared at the Magistracy yesterday afternoon charged with having disobeyed lawful orders, it being stated, that they had declined to wear the new uniform and the gloves upon which the management had insisted. The case was not completed, and the boys were remanded in gaol until to-day, bail being fixed at \$50 each.

The uniform consists of a white Chinese waistcoat with gilt buttons, worn over the blue gawn.

THE REVOLUTION.

THE POSITION AT HANKOW.

THE PRICE OF PAPER.

A long telegram was received at Shanghai last week from General Li at Hankow in which the commander stated that the whole of the Imperial troops were willing to come over to his side for the sum of \$20 per head. The total number of Imperial troops is about 30,000. The telegram also said that messages had been received from Yuan Shih-kai asking leave for the northern troops to retreat to the Yellow River. This General Li states he refused unless the men laid down rifles and ammunition. The condition was refused. The main difficulty with his troops is the question of the officers. In former revolutions of a similar nature the price demanded by the Imperial soldiers was given out to be \$50 per head.—*Shanghai Mercury*.

REMARKABLE STATEMENTS BY "GENERAL" HONOR LEA.

Some remarkable statements are reported in the *China Press* (Shanghai), as having been made to a representative of that paper by "General" Honor Lee, who says he is Chief of Staff of the Revolutionary Army. We make the following extract:

"How long have you been connected with the revolutionary movement in China?" he was asked.

"For about twelve years."

"What is your official capacity?"

XMAS

AND

NEW
YEAR'S
GOODS.WINES AND
PROVISIONS.
CONFECTIONERY.
CRACKERS.
XMAS CAKES.
PLUM PUDDINGS.
NUTS.

NOW ON SHOW

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& SON,

3 AND 40 QUEEN'S ROAD CENTRAL

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SEASON'S GOODS.

EXTRA FINE DIAMOND JEWELLERY

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INEXPENSIVE

MODERN ART JEWELLERY

ENGLISH MOUNTED

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GOLD BRACELET WATCHES

IN GREAT VARIETY.

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PINCE NEZ and
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Varied, in all Metals.

Lenses Ground on the Premises.

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HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT]

LONDON, December 12th.

POLITICAL RUOTES.

Following this resignation of Mr. Balfour from the leadership of the Opposition in the Commons comes the persistent report that owing to failing health, Lord Lansdowne is to hand over the reins in the Lords to the hands of a younger and more robust Conservative leader. If that decision had come at the beginning of the summer it is probable that Lord Curzon would have been given the position without any competition, but much water has flowed under the bridge since then. Lord Curzon had himself pushed into the Lords when he came home from India and it is said there was a renewed pushfulness about his elevation to a cardinal this year. Anyway there is a good deal of feeling among his fellow peers. I hear that his Oxford reputation has still good grounds for quotation:

"My name is George Nathaniel Curzon."

I am a most superior person." They are not fond of him, to-day there are two competitors, whether by accident or design. Both are Imperialists with real colonial experience. Lord Selborne, the ex-High Commissioner in South Africa, and Earl Grey, the recently returned Governor-General of Canada. Both are men of ability and tact, and though the Earl of Selborne may perhaps be the harder hitter on the platform, Earl Grey has real ideas about social reform, and just now the younger bloods of the party are keen to formulate a social programme with which to meet Lloyd-George's window-dressing on more equal terms. There is not likely to be any actual appointment for some time, but I have little doubt the report as to Lord Lansdowne's retirement is substantially correct.

THE FIRST LORD OF THE ADMIRALTY.
That other stirring personality, the one and only Winston, is making things hum at the Admiralty, baring all his faculties, and they are admittedly considerable, to the task of making our navy efficient and dominating, without causing the taxpayer to kick. He is said to have been in consultation with Lord Charles Beresford, and anyway it is a striking fact that the brassy Admiral has said for kinder and more hopeful things of Winston than he is used to do of the head of the Admiralty in Parliament. Winston, by the way, is said to have abandoned his earlier ambition to be Chancellor of the Exchequer. Lloyd George has put the pace fairly high in that department for a successor to live up to. So now it is the Premiership that Winston aims at. And when Mr. Asquith steps down, as he is said to desire, when the present programme is disposed of, he may get it. No doubt if the choice had to be made now Lloyd George would have first call, but he is not loved by all on his own side, and those critics are never weary of comparing him disparagingly with Winston, extolling the latter's wonderful grasp of detail, his developed sense of responsibility, his adaptability and what not. There would certainly be reactions if that materialised, but if the next election puts Mr. Bonar Law at the head of affairs and there is a fair interval in opposition, it is by no means impossible that the next Liberal Premier may be the man who once had such many times among the vultures of South Africa.

RESTRICTIONS ON DOCTORS.
There is a great outcry just now among the doctors over the rigid regulations that are imposed by the General Medical Council on members of the profession. Not only do they prosecute anyone practising under a foreign diploma, but also they have before the Council any member of the profession who advertises or acts for a concern that advertises in any way connected with their assistance. Thus a Dr. Wallis has just been struck off the list because he was connected with the London Quaker, or Rimmerki and Vancouver. The subsidy is at the rate of £45,000 per annum.

JAPAN'S FINANCIAL OUTLOOK.

Mr Arthur H. King, writing from the Anglo-Japan Bank, Cornhill, to the London Morning Post last month said—

"Your Tokyo Correspondent, in his interesting article on 'The Financial Outlook in Japan,' refers to an increase in Japan's indebtedness from £220,000,000 in 1907 to £260,000,000 at the present time.

"May I be permitted to point out that this increase is more apparent than real, inasmuch as it includes the purchase money for the whole of the railway system of Japan, formerly the property of private companies. The working of these railways not only suffices to pay the interest charges on the purchase money, but shows a surplus, and this purchase money, amounting to some £47,000,000, can therefore hardly, with fairness, be taken into account when estimating the net liabilities of the State.

THE POST OFFICE SAVINGS BANK.

The greatest success of a government department for some time has been found in the new home savings bank set up by the Post Office Savings Bank. The Postmaster-General, Mr. Herbert Samuel, was up in the North some time ago and was struck by the success of home savings boxes among the children of Manchester, Sheffield, and elsewhere, so he determined to make such boxes a part of the postal bank system. These have just been issued and in a week the supply has been exhausted. The keys are kept at the Post Office and the little safes, looking something like a padlock, made of gun metal and decorated with the arms of the Post Office, are taken home to be gradually filled.

When that has been accomplished they are taken to the Post Office again, when the safes are opened and the contents are placed to the depositor's credit in the Savings Bank.

GERMANY AND THE UNITED STATES.

It is stated that a big commercial "deal" is being arranged by Germany and the United States that will be for the trade of this country if carried out. Aeromarine Sir Willard Laufer, a deft in Canada was known, says this

correspondent and reciprocity was thrust onto the domain of American-Canadian politics, the of athletics.

The youth of the nation at the present moment are far more inclined to devote themselves to games such as golf and hockey than to train for contests of strength or swiftness. But does this necessarily mean a relaxation of fibre? In other words, are the demands of golf or hockey less exacting? We do not think so. Says Country Life: Anyone interested must have observed during recent years a flooding of the first and in golf with very fine players. For one man who could give the best of the professionals a good game fifteen years ago, it is said to that there are one hundred now; and in eminence in this particular outdoor pursuit, is very far from involving any relaxation of fibre. We do not hesitate to say that it is much better for the general physique that young men should play golf than that they should excel in a form

LOCAL SPORT.

HONG KONG CLUB ALLEY BOWLING

The following details of the Alley Bowling for 1911 will be of interest:—

Highest score for the year	J. Hooper	900
2nd	P. R. Wolff	893
3rd	"	895
Best average	"	788.86
Best score on No. 1 Alley	G. A. Woodcock	275
" 2 "	"	276
" 3 "	S. P. Warbrook	229
" 4 "	J. Hooper	300
		* For 92 rolls.

SCORES OF 900 AND OVER

J. Hooper	900 (over)
P. R. Wolff	893
J. Keap	895
P. Kunze	788.86
S. P. Warbrook	275
H. Humphreys	276
F. Matson	229
H. G. Bagwell	300
D. W. Tatham	300

ORDER ACCORDING TO AVERAGES

P. R. Wolff	902	AVERAGES
J. Hooper	76	774.2
"	29	761.4
"	52	72.8
"	5	718.1
H. Humphreys	90	714.4
G. A. Woodcock	1	700
H. Hunter	79	666.8
T. H. King	4	689.7
P. Kunze	93	687.5
G. A. Woodcock	11	683
W. Goldring	51	669.2
E. Hatchinson	19	668.6
F. Matson	48	654.5
D. W. Tatham	20	657.7
C. H. Gale	50	655.9
G. S. Archibald	4	650
R. F. Barber	54	644.5
A. B. Pollock	5	637.6
Major	16	635.6
H. Heathcote	11	630.6
C. V. S. Shrimshire	38	627.3
J. R. Wood	22	626.2
P. H. Ronchetto	47	625.2
P. Biden	40	620.2
H. G. Bagnall	46	617.3
F. N. Taylor	2	617.7
J. W. C. Bonnar	42	595.4
Lieut. Stopford	5	593.3
A. Mudro	3	593.4
F. Finlayson	12	583.4
F. Wilde	3	580
Jones Hughes	5	577.5
A. F. P. Barber	2	566.4
D. K. Moss	4	561.5
C. M. Weilman	4	558.5
R. F. Scott	10	541.1
L. C. Rees	6	539.5
B. Wedcombs	5	535
A. A. Ritchie	32	525.1
C. Smith	1	520
R. F. Long	3	517
E. Hollifax	1	498
W. Archibald	9	493.3
R. Crawford	3	474
Mukin	5	470.8
E. C. Gill	10	453.3
G. W. Jeffries	7	453.3
C. Thies	1	415
C. N. M. Hamilton	12	413
D. E. Clark	1	398
D. W. Kraft	4	380.2
C. Wakefield	1	364
F. Darby	1	34
F. Sorby	2	267

RUGBY.

The first round of the Rugby Challenge Cup will commence on Saturday with a match Navy v. H.K.F. Club on the Club Ground at 4.15.

SOLDIERS ON THE MARCH.

THE PACE OF BRITISH INFANTRY.

Colonel Seely, in giving recently in the House of Commons an interesting comparison of the ages of troops, said that the marching powers of young British soldiers, carrying their equipment and kit of 50lb. liez., were twenty-one years old and were equivalent to those of men aged 50.

This statement a London paper says, leaves the enormous advance that has been made in recent years in the marching ability of our young troops at home, and shows that part of the Field Service Regulations which deals with marching does not need revision.

As a matter of fact the improvement in the marching of the Infantry has been one of the remarkable features in recent years, and is largely due to the progressive training established by General Sir John French.

There probably no troops in the world who can march so far and so fast as the British Infantry of to-day, and certainly no troops receive such severe tests in manoeuvres as our own men.

The following are examples of the powers of Infantry in daily marches with tents of a few minutes performed under the command of Lieutenant-General Sir Horace Smith of the Royal Guards.

1st Infantry Brigade 30 miles

2nd and 3rd Infantry Brigades (with Artillery) 25

5th and 6th Infantry Brigades 31

1st Dorsetshire Regiment 33

1st Grenadier Guards 35

1st Cheshire Regiment 33

Some Border Camp Battalions 30

Most of these marches were along Gloucestershire, Wilts, and Oxfordshire roads, the best of them taking place in the last manoeuvres but one. In these marches, it will be noticed, whole brigades of 2,000 men and not single battalions of 600 only, achieved these feats, and the remarkable point is that the number of those who fell out was almost insignificant.

March discipline and all that goes with it has been much improved, and the old senseless route marching which had no objective but to tax the men's endurance has been supplanted by marches having a tactical object to interest them.

This advance in recent years may be realised from the fact that the length of an average march is laid down under normal conditions for a large column as 15 miles a day, whilst small bodies of seasoned troops may under favourable conditions cover as much as 25 miles.

Infantry conditions cover a mile a minute, or 16 minutes per mile. This with halts means three miles an hour.

However, these figures have been left behind since 1909, and cannot any longer be said to represent the field service pace

of our troops.

THE DURBAR.

GORGESES SCENES.

GRAPHIC DESCRIPTION OF THE HISTORIC CEREMONY.

DEBEN, December 12th.

Standing on the Flagstaff Tower and looking over the vast array of tents that now covers the Bawali Plain, it is just possible to distinguish the outlines of the Durbar Amphitheatre, overgrown by glittering domes which catch the morning sun. This site has already been made historic by two important events in the history of British India. Here, in 1876, Lord Lytton held the Durbar where was announced the assumption by Queen Victoria of the title of Empress of India, a measure whose importance in strengthening the link between India and the rest of the Empire is difficult to estimate. In 1897, the Durbar was again held, this time by King Edward the Seventh. Today the scene was rendered memorable for as long as India has a history, by the announcement in person by King George the Fifth, Emperor of India, of his Coronation to his Indian people, a ceremony made still more impressive by the presence

THE DURBAR.

(Continued from Page 1.)

purple robe, a surcoat of purple, with white satin breeches and silk stockings, the collar of the Order of the Garter and the Star of the Order of the Star of India. On his brow was the Imperial crown, consisting of a band of diamonds, studded with four large emeralds and four large sapphires. Above this band were four crosses paterae with ruby centres, alternated by four fleurs-de-lis with emerald centres. From these sprang eight diamond arches supporting the orb, *la monte*, which was surmounted by a Maltese Cross in diamonds, with a large square emerald in the centre. His cap was of purple velvet, turned up with ermine. The dress of the Queen Empress was of white satin, embroidered with a design of gold roses, thistles and shamrocks, with a border of lotus flowers. The Star of India was embroidered in front of the dress and the robes were of purple velvet, trimmed with an ermine border and gold braid. Her orders were the Garter and the Crown of India, and a diamond and emerald diadem glittered on her exquisitely fair hair. Diamonds and emeralds encircled her neck. Before seating themselves Their Imperial Majesties bowed graciously to the right and to the left, in response to the renewed plaudits that rang through the amphitheatre.

THE DURBAR OPENED.

Sir Henry MacMahon, the Master of the Ceremonies, now approached the sovereign and craved leave to open the Durbar. His Imperial Majesty having intimated his assent the clarion notes of the trumpets rang out again and a great roll of drums went up from the Massed Bands. The Durbar was now open. The King Emperor having announced his intention of addressing the assemblage, rose and taking a roll of manuscript prepared to deliver the message that all India has been waiting with an eager expectancy buttressed by confidence. He stood, a slight figure, full of dignity and firmness, yet within there was that air of intimacy and personal charm which King George the Fifth infuses into the most stately ceremony. His crown resplendent with many faceted gems, his robes swept back from his shoulders in rich purple folds, the emblems of the most cherished Order of chivalry in Christendom, the Garter, snatched the sun's rays and gave them back in full measure. Beside him stood the Queen Empress, a regal figure of ineffable splendour and power, her exquisite fairness seeming the embodiment of the spirit of western womanhood illuminating the Orient. Bearded native officers, impulsive of mien, their breasts aglow with the tokens of many fights, their embroidered coats and turbans stiff with gold held aloft the eastern emblems of royalty, the fringed *chhatris*, the *mawals* of peace-feathers, the *surya* and the *dhvani* of flaxen yak's tails, or firmly grasped golden images surmounted by the English symbol of sovereignty, the Crown. On the right of his Imperial Majesty, and a little to the rear, stood the great servant of the Crown to whom the King Emperor has entrusted the governance of his Indian peoples, and who has already earned their confidence; behind were grouped his fascinated pages, the officers of his household, and the Staffs. Facing him were twelve thousand of the elect of the Indian Empire—the chosen officers who are responsible under the Crown, for the good government of a fifth of the human race, the Feudatories and Chiefs to whom Providence has committed the care of seventy millions of people, a large company of English ladies and of bright eyed Indian women behind the veil. The troops stood silently to arms; the huge throng on the Spectator's Mound thought—if we could only know, how much easier the task of the governance of India would be?

KING EMPEROR'S SPEECH.

The almost painful silence was broken by the first words of the Imperial Message. Full, rich, resonant, they gripped his audience instantly and held it entranced. The King Emperor is one of the finest speakers of the English language, yet never has his wonderful voice carried further than when it bore, from horn to horn of the semi-circle, the wise and simple words of his speech, charged with such vibrant earnestness and sympathy. His Majesty spoke as follows:—

"It is with genuine feelings of thankfulness and satisfaction that I stand here to-day among you. This year has been to the Queen Empress and myself one of many great ceremonies and of an unusual, though happy, burden of toil. But in spite of time and distance, the grateful recollections of our last visit to India have drawn us again to the land which we then learned to love and we started with bright hopes on our long journey to revisit the country in which we had already met the kindness of a home. In doing so, I have fulfilled the wish expressed in my message of last July, to announce to you in person my Coronation, celebrated on the 22nd of June, in Westminster Abbey, when by the Grace of God the Crown of my forefathers was placed on my head with solemn form and ancient ceremony. By my presence with the Queen Empress I can also assure you that our hearts is the welfare and happiness of the Indian Empire."

It is, moreover, my desire that those who could not be present at the solemnity of the Coronation should have the opportunity of taking part in its commemoration at Delhi. It is a sincere pleasure and gratification to myself and to the Queen Empress to behold the vast assembly, and in it my Governors and trusty officials, my great Princes, the representatives of the people, and delegations from the military forces of my Indian Dominion. I shall receive in person with heartfelt satisfaction the homage and allegiance which they loyally desire to render.

I am deeply impressed with the thought that a spirit of sympathy and affectionate goodwill unites the Princes and people with me on this historic occasion. In token of these sentiments I have decided to commemorate the event of my coronation by certain marks of my special favour and consideration, and these I will later on today cause to be announced by the Governor-General to this assembly.

Finally, I rejoice to have this opportunity of renewing in my own person those assurances which have been given you by my revered predecessors of the maintenance of your rights and privileges and of my earnest concern for your welfare, peace and contentment." May the Divine favour of Providence watch over my people and assist me in my arduous endeavour to promote their happiness and prosperity!"

To all present, Feudatories and subjects, I tender my loving greetings. The sonorous tones ceased. There was a momentary pause, for the Message, and the simple directness of the closing passage, spoken from the heart, had aroused emotions which struggled for expression. Then a spontaneous tribute of homage, the assembly rose and broke into a volume of cheering again and again renewed.

CACONOMY OR HOMAGE.

Now commenced the ceremony of the homage, the formal public acknowledgment of allegiance. His Excellency the Governor-General approached the Throne, bowed, drew nearer, bowed again, then finally advanced, made deep obeisance and returned to his seat. He was followed by His Excellency the Commander-in-Chief, and the ordinary members of the Governor-General's Executive Council in a body. Then came the Ruling Chiefs in political relations with the Government of India and the Agents to the Governor-General and Residents in territorial order. His Highness the Nizam of Hyderabad, distinguished as usual by the Spartan severity of his attire, was in the van, by virtue of his position as ruler of the Premier Native State, followed by H. H. the Gaekwar of Baroda, H. H. the Maharaja of Mysore and H. H. the Maharaja of Kashmir. Rajputana led the Territorial Chiefs, succeeded by Central India, Baluchistan, and the picturesque representatives of Sikkim and Bhutan. Followed the representatives of British India, Sir Lawrence Jenkins, Chief Justice, and Puisne Judge of the High Court of Bengal, and all the members of the Governor-General's Legislative Council. His Excellency the Governor of Madras was succeeded by his Executive Council, the Ruling Chiefs in political relations with the Governor of Madras and the Provincial Representatives of Madras and this precedent was followed throughout the Homage.

It was a very long ceremony, lasting nearly an hour, for the introduction of the new feature which is the distinguishing note of this Durbar, the formal and distinct place of the representatives of British India, both at the State Entry where they received Their Imperial Majesties on the Ridge, and at the Durbar where they joined in the homage, protracted the proceedings. It gave us space, however, to ponder on the significance of His Imperial Majesty's message, and the interval was bridged by the playing of Schubert's "Ave Maria" and other soft music by the Massed Bands. Owing to the length of the proceedings the attention of the spectators, even immediately in front of the Shaniana, was apt to wander from the constant stream of Chieftains to perform their homage, but at intervals outbursts of cheers and clapping showed that the crowd recognised and appreciated the person bowing to the King Emperor. The Begum of Bhopal and those Princes who have not yet grown up were signalled out for special marks of the spectators' favour, and the many sporting friends of the Jan Sahib gave him a noisy greeting. The homage over, the way was made clear for the crowning moment of the Durbar.

BEFORE THE PEOPLE.

The King Emperor and the Queen Empress rose slowly from their seats and moved in procession from the Durbar Shaniana to the Royal Pavilion. Hand in hand they advanced along the broad open walk. Indian officers carrying golden maces preceded them, the scions of the noblest houses in Hindustan bore their flowing trains, more Native Officers raised aloft the oriental insignia of sovereignty. His Excellency the Governor-General and Lady Hardinge followed, the Minister in attendance, Lord Crewe, His Highness the Duke of Teck, and the Mississ of the Robes, the Duchess of Devonshire, the Countess of Shaftesbury and the Honourable Venetia Baring. Lord and Lady Hardinge on the right, the others on the left, with the pages grouped around the Thrones. The Staffs had place on the next lowest platform. So were the King Emperor and Queen Empress seen of the people, facing the impenetrable concourse on the Mounds, wearing their flashing Crowns, robed in their Coronation Robes, surrounded by the Eastern and Western emblems of royalty, attended by the Imperial and constitutional Ministers of State, yet high above all. Something of the real significance of this moment seemed to dawn on these stately figures if sturdy men of the North. They broke into a hoarse roar of acclamation, and again and again renewed, before Their Imperial Majesties were seated.

THE CROWNING.

The King Emperor and the Queen Empress rose slowly from their seats and moved in procession from the Durbar Shaniana to the Royal Pavilion and ascend the steps to the Thrones. On the topmost tier of the triple platform stood the Thrones. On the next platform were placed the Governor-General and Lady Hardinge, Lord Crewe, the Duke of Teck, and the Mississ of the Robes, the Duchess of Devonshire, the Countess of Shaftesbury and the Honourable Venetia Baring. Lord and Lady Hardinge on the right, the others on the left, with the pages grouped around the Thrones. The Staffs had place on the next lowest platform. So were the King Emperor and Queen Empress seen of the people, facing the impenetrable concourse on the Mounds, wearing their flashing Crowns, robed in their Coronation Robes, surrounded by the Eastern and Western emblems of royalty, attended by the Imperial and constitutional Ministers of State, yet high above all. Something of the real significance of this moment seemed to dawn on these stately figures if sturdy men of the North. They broke into a hoarse roar of acclamation, and again and again renewed, before Their Imperial Majesties were seated.

To all to whom these presents may come! By the Command of His Most Excellent Majesty George the Fifth, by the Grace of God, King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Defender of the Faith, Emperor of India, I, his Governor-General, do hereby declare and notify the grants, concessions, reliefs and benefactions which His Imperial Majesty has graciously pleased to bestow upon this glorious and memorable occasion.

Humbly and dutifully submissive to His Most Gracious Majesty's will and pleasure, the Government of India have resolved, with the approval of His Imperial Majesty's Secretary of State, to acknowledge the predominant claims of educational advancement upon the resources of the Indian Empire, and have decided, in recognition of a very commendable demand, to devote themselves to making education in India as accessible and wide as possible. With this purpose they propose to devote at once fifty lakhs to the promotion of truly popular education, and it is the firm intention of Government to add to the grant now announced further grants in future years on a generous scale.

Graciously recognising the signal and faithful services of his forces by land and sea, the King Emperor has charged me to announce the award of half a month's pay of rank to all non-commissioned officers and men and reservists, both of his British Army in India and his Indian Army, to the equivalent ranks of the Royal Indian Marine, and to all permanent employees of departmental or non-combatant establishments paid from the military estimates, whose pay may not exceed the sum of fifty rupees monthly.

Furthermore, His Imperial Majesty has graciously pleased to ordain:

"That from henceforth the local Native officers, men and reservists of His Indian Army shall be eligible for the grant of the Victoria Cross for Valour;

That membership of the Order of British India shall be increased during the decade following this His Imperial Majesty's Coronation Durbar by fifty-two appointments in the first class, and that in each of these historic ceremonies fifteen new appointments in the first class and nineteen new appointments in the second class shall forthwith be made;

That from henceforth Indian Officers of the Frontier Military Corps and the Military Police shall be deemed eligible for admission to the aforesaid order;

That special grants of land or assignments or remissions of land revenue, as the case may be, shall now be conferred on certain Native officers of His Imperial Majesty's Indian Army who may be distinguished for long and honourable ser-

Mandalay runs his wife. To India the Crown is the guarantee of stability, of fixity of purpose and continuity of policy in an administration of bewildering change. To India the Crown is the pledge of tolerance and liberality, the principles Queen Victoria wove into her Proclamation have passed unchanged to her son and grandson. To each of the estates represented in the amphitheatre to-day, the Crown stood as a special protector to the Princes of their traditional rights and privileges; to the middle classes whose growing influence is the natural outcome of Indian polity, of equality of opportunity to the proletariat, of sympathy. The unity of Empire centres in the Crown; the unity of India is enwrapped in the Crown: the fact of the crowned King announcing his coronation in person to his Indian peoples was a declaration of the oneness of India with the far-flung dominions under the Crown.

THE PROCLAMATION.

This high Imperial note was echoed in the succeeding ceremonial. The Massed Bands sounded a summons to the Heralds, a resonant, clangorous insistent call of silver trumpets and muffled drums. The Heralds obeyed. From their posts without the amphitheatre they responded with a flourish of trumpets. Advancing up the amphitheatre, again the clarion notes rang out, whilst the golden tabards and gleaming instruments of the twenty-four trumpeters, English and Indian in equal proportion, formed a vivid splatter of colour on the plain. Then dividing into two single ranks, the trumpeters trotted round the arena, re-united in the centre road, formed ranks before the Thrones and blew a third and final fanfare. Commanded to read the Royal Proclamation announcing the solemnity of His Imperial Majesty's Coronation in London on June the 22nd, Brigadier-General Peyton, the Herald-in-Chief, a splendid figure on a great horse, his tabard stiff with gold and blazoned with the arms of his Sovereign, made known to all in far-reaching stentorian tones the solemn rite at Westminster, a message couched in the sonorous archaic English of the College of Heralds. The Assistant Herald, the Hon. Malin Umar Hyat Khan, C.I.E., repeated the proclamation in liquid Urdu.

THE CORONATION RITUAL.

His Imperial Majesty had now accomplished the main purpose of his visit—he had made known, in person, to his Indian subjects his Coronation in the Mother City. To mark this climax of the Royal visit the trumpeters sounded another flourish; the Massed Bands again crashed out the familiar strains of the National Anthem, the troops presented arms, and all stood silently, respectfully. Barely had the last bars of the Anthem died down than Boom! From the steel throats of a six gun Battery broke out the first stages of a Royal Salute of a hundred and one guns. Thrice whilst the salvoes were rending the air from three points outside the arena, the Gunners paused in their task, whilst the honour of saluting the King Emperor was taken up by the troops. The *feu de joie* broke into sound at the entrance to the arena, died to the faintest whisper as it ran in spits of fire along the line to the King's Camp, then rippled back, first like a purring brook, growing stronger and stronger until it rasped out like an angry sea on the Cheshire Beach. The guns sank into inaction: the troops stood at ease. A fresh phase of the Durbar was now begun.

ONCE MORE THE HERALDS AND TRUMPETERS.

Once more the Heralds and the Trumpeters raised their clarions to their lips and blew a silvery blast. His Excellency the Governor-General and Lady Hardinge followed, the Minister in attendance, Lord Crewe, His Highness the Duke of Teck, and the Mississ of the Robes, the Duchess of Devonshire, the Countess of Shaftesbury and the Honourable Venetia Baring. Lord and Lady Hardinge on the right, the others on the left, with the pages grouped around the Thrones. The Staffs had place on the next lowest platform. So were the King Emperor and Queen Empress seen of the people, facing the impenetrable concourse on the Mounds, wearing their flashing Crowns, robed in their Coronation Robes, surrounded by the Eastern and Western emblems of royalty, attended by the Imperial and constitutional Ministers of State, yet high above all. Something of the real significance of this moment seemed to dawn on these stately figures if sturdy men of the North. They broke into a hoarse roar of acclamation, and again and again renewed, before Their Imperial Majesties were seated.

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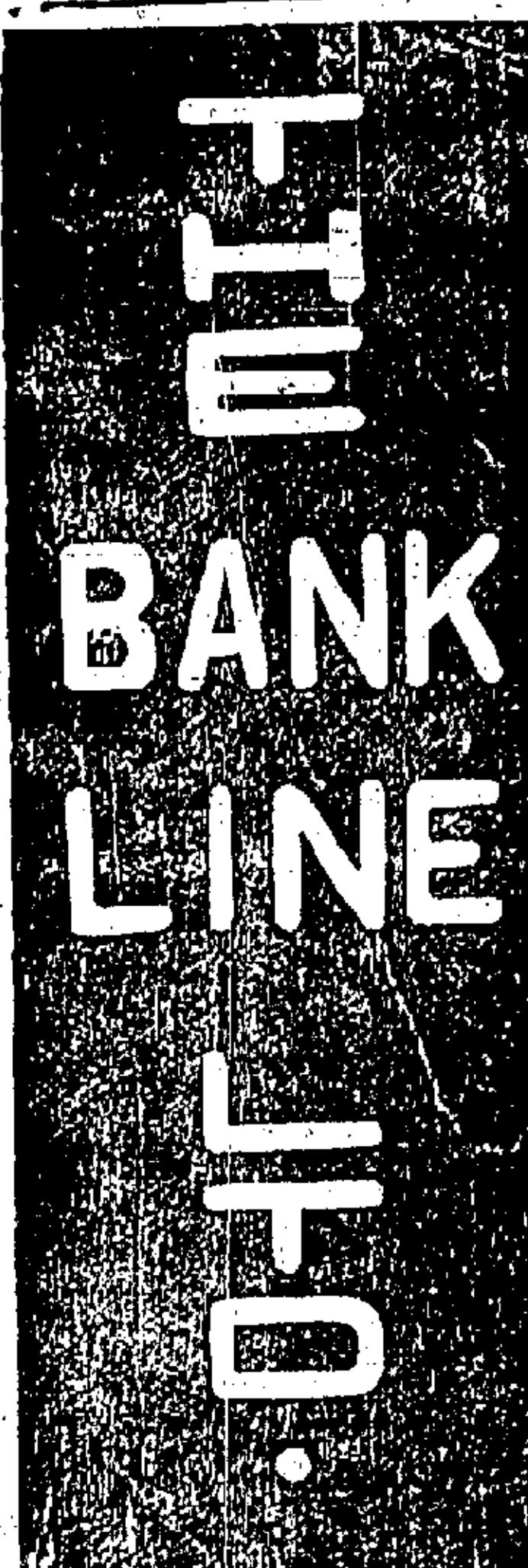
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His Imperial Majesty had now accomplished the main purpose of his visit—he had made known, in person, to his Indian subjects his Coronation in the Mother City. To mark this climax of the Royal visit the trumpeters sounded another flourish; the Massed Bands again crashed out the familiar strains of the National Anthem, the troops presented arms, and all stood silently, respectfully. Barely had the last bars of the Anthem died down than Boom! From the steel throats of a six gun Battery broke out the first stages of a Royal Salute of a hundred and one guns. Thrice whilst the salvoes were rending the air from three points outside the arena, the Gunners paused in their task, whilst the honour of saluting the King Emperor was taken up by the troops. The *feu de joie* broke into sound at the entrance to the arena, died to the faintest whisper as it ran in spits of fire along the line to the King's Camp, then rippled back, first like a purring brook, growing stronger and stronger until it rasped out like an angry sea on the Cheshire Beach. The guns sank into inaction: the troops stood at ease. A fresh phase of the Durbar was now begun.

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REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.)
VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH-BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (OR.)

FOR MANILA.

1912 1912
SUVERIC ... 9th Jan. LUCERIN ... 23rd Jan.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have in all Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780, KING'S BUILDING, Praya Central.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNFIE" ... 3,000 tons ... to be despatched End January, 1912.

S.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 20th January.

FROM COLOMBO: 10th February, 1912.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM CALCUTTA:

Next Departure.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

Hongkong, 31st October, 1911.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 5TH JANUARY, 1912.

8 a.m. "FATSHAN." 8 a.m. "HONAM."

10 p.m. "HONAM." 5 p.m. "KINSHAN."

SATURDAY, 6TH JANUARY, 1912.

8 a.m. "KINSHAN." 8 a.m. "FATSHAN."

5 p.m. "HONAM."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 7TH JANUARY.

The Company's Steamship "SUI AN."

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure

from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m.

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDOCHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAIMAI," 582 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Hongkong Hotel.

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"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP, "DENBIGHSHIRE" ... On 10th Jan.
LONDON, AMSTERDAM & ANTWERP, "MONMOUTHSHIRE" ... On 23rd Jan.
LONDON & ANTWERP "PEMBROKESHIRE" ... On 3rd Feb.

All steamers have excellent accommodation for a limited number of First Class passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 12th December, 1911.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	12th Jan. 1912	Saturday, 6th Jan., 1912
ST. ALBANS	9th Feb.	Saturday, 3rd Feb.
EASTERN	23rd Feb.	Saturday, 2nd Mar.
ALDENHAM		Saturday, 16th Mar.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO., AGENTS.

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TOYO KISEN KAISHA

SAN FRANCISCO

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. San-tropical route—Daily talk, sailing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Dining Cars, Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

11, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

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JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJITAROEM	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIBODAS	SHANGHAI	First half of Jan.	JAVA	First half of Jan.
TJIPANAS	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of Feb.	SHANGHAI	First half of Feb.
TJIMANOEK	JAVA	First half of Feb.	JAPAN	First half of Feb.
TJIMAMI	JAVA	March	JAVA	March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 1st January, 1912.

SHIPPING

ARRIVALS

ARAHIMA MARU, Japanese str., 2,825, Y. Nakawa, 4th Jan.; Dairen 29th Dec., Coal—Mitsui Co.
ARTVANAX, British str., 4,000, J. W. Read, 4th January—Liverpool 21st Nov., General—Butterfield & Swire.
HADIAN, British str., 1,143, G. S. Roach, 4th Jan.—Cape Town 3rd Jan., General—Dowling, Leprec & Co.
HONGKONG, British str., 2,056, Kinghorn, 4th January—Singapore 27th Dec., General—Chinese.
HONKOW, French str., 709, A. Corneliusson, 4th Jan.—Ningpo 31st Dec., General—A. R. Mair.
HOTTONWELL, British str., 1,217, G. Hodder, 4th Jan.—Shanghai and Amoy 3rd January—Butterfield & Swire.
JOHNSTONE, Japanese str., 952, M. Ishii, 4th Jan.—Hilipong and Hallow 2nd Jan., General—Hicks and General—Jensen & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
4th January.
Heldon, British str., for Swatow.
Hongkong, British str., for Hollow.
Peng, British str., for Shanghai.
Siau, British str., for Hollow.
Timang, British str., for Shanghai.

AT THE REFS

HONGKONG, 4th Jan., for Swan.
TANG MAN, 4th Jan., for Kolo.
TENTING, German str., for Swan.
TAIPEI, 4th Jan., for Swan.
YUAN, 4th Jan., for Swan.
YUN, 4th Jan., for Swan.
YUEN, 4th Jan., for Swan.
YUEN, 4th Jan., for Swan.

AT THE RES

For Harbour from Shanghai Mr. and Mrs. Lundy, Messrs. Lundy & Harris and Boussiere, departed.

For Tung Moi, for Japan, Prof. and Mrs. P. Purvis, Mrs. E. Takemoto, Miss L. Grove, Capt. and Mrs. Voritz, Mr. E. Bailey, Mr. N. Meredith, Mr. Y. Nakazumi, Mrs. Yoshida and child, Miss Takakura, Mr. Ito, Mr. Nomura, Mr. Ushiro, Mr. R. Shizuka, Mr. S. Okada, Mr. and Mrs. A. N. Hunter, Miss K. Parker, Miss M. McNaull, Miss L. Forbes, Messrs. Y. K. Dow, J. Blake, Hosomai, J. Parsons, S. Wada, Y. Murakami, S. Tagai, Mrs. M. Kinney and Master Kipper.

LATEST STEAMER MOVEMENTS.

The C.P.R. Co.'s str. *Montcalm* arrived at Moi at 9 a.m. on the 4th inst., and left again at midnight same day for Yokohama, where she is due to arrive at 4 p.m. on the 5th inst.

PASSED THE CANAL

December 1st—*Dardanus*, *Augusta Maru*, *Nagoya*, *Siam*, *Sikhs*, *Sinatra*, *Fista*, 5th—*Asturias*, *Balkans*, *Bretagne*, *Canton*, *Invincible*, *Paddington*, *Amara*, 26th—*Ajaz*, *Constitu*, *Kings*, *Meru*, 12th—*Carmarthenshire*, *Devon*, *Mall*, *Tango*, *Meru*, 15th—*Bulgaria*, *Rosa*, *Mura*, *Satsuma*, *Tenebrous*, *Welsh Prince*, *York*, 19th—*Andrea*, *Brundaban*, *Himalaya*, *Sacred*, 22nd—*Erroll*, *Goden*, *Sachsen*, *Sabre*, *Proteus*, *Sorcer*, 29th—*Achilles*, *Asterix*, *Crotus*, *Flintshire*, *Glovershire*, *Kawo*, *Maru*, *Korone*, *Namura*, *Nic*, *Patriot*, *Spica*, *Thesaurus*, *Torina*, *Vandalia*, *Baron*, *Portia*, *Principis*, January 2nd—*Derbyshire*, *Lauret*.

ARRIVED AT HOME.

January 2nd—*Nereus*, *Aetna*.

VESSELS ON THE BERTH

FOR SHANGHAI

THE P. & O. S. N. CO.'s Steamship
"DELTA," Captain E. P. Martin, R.N.R., will leave for Shanghai TOMORROW, the 6th inst., at 11 a.m. For Freight or Passage, apply to E. A. HEWETT, Superintendent, Hongkong, 3rd January, 1912.

FOR SHANGHAI, KOBE AND MOJI

"JAPAN," Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 9th inst., at 1 p.m. The Steamship's superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN.

(Occupying 20 Days). The Steamship leaves about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASOON & CO., LTD.

Agents.

Hongkong, 4th January, 1912.

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SOCIETÀ NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG. Having connection with Company's Mail Services to Pooh Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Calcutta. (Taking Cargo through route to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI," Captain Figari, will be despatched as above on SATURDAY, the 13th inst., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 4th January, 1912.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green I. and to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL.	DEVANIA	Brit. str.	—	W. R. Hickay	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, ROTTERDAM & ANTWERP	DEBDIGHSHIRE	Brit. str.	—	JARDINE, MATHERSON & CO., LTD.	On 10th inst.	
LONDON, ROTTERDAM & ANTWERP via SINGAPORE, &c.	SYRIA	Brit. str.	—	JARDINE, MATHERSON & CO., LTD.	About 10th inst.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	SPEZIA	Gor. str.	—	HAMBURG-AMERICA LINE	On 29th Feb.	
HAVRE, ROTTERDAM, HAMBURG & ANTWERP, &c.	BEASILIA	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 13th inst.	
HAVRE, BREMEN & HAMBURG, &c.	DORTMUND	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 4th Feb.	
HAVRE, ROTTERDAM & HAMBURG, &c.	SANDIA	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 10th Feb.	
HAVRE, HAMBURG & ANTWERP, &c.	SILEMIA	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 25th Feb.	
HAVRE, BREMEN & HAMBURG, &c.	AMBILIA	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 17th inst., at D'light.	
HAVRE, BREMEN & HAMBURG, &c.	TO MARU	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 23rd inst.	
HAVRE, BREMEN & HAMBURG, &c.	SENOIA	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 31st inst., at D'light.	
HAVRE, BREMEN & HAMBURG, &c.	HIRANO MARU	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 14th Feb.	
HAVRE, BREMEN & HAMBURG, &c.	SAXONIA	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 14th inst., at 11 A.M.	
HAVRE, BREMEN & HAMBURG, &c.	TACOMA MARU	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 24th inst., at 11 A.M.	
HAVRE, BREMEN & HAMBURG, &c.	OSAKA MARU	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 30th inst., at Noon.	
HAVRE, BREMEN & HAMBURG, &c.	PRINZ LUDWIG	Gor. str.	k. w.	HAMBURG-AMERICA LINE	On 22nd inst., at 3 A.M.	
HAVRE, BREMEN & HAMBURG, &c.	PERSIA	Aus. str.	—	DODWELL & CO., LTD.	On 19th Feb., at 5 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	BOHEMIA	Aus. str.	—	CANADIAN PACIFIC R. CO.	About 12th inst.	
HAVRE, BREMEN & HAMBURG, &c.	DACRE CASTLE	Brit. str.	2 m.	THE BANK LINE, LIMITED	On 27th inst., at 7 A.M.	
HAVRE, BREMEN & HAMBURG, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	On 9th inst.	
HAVRE, BREMEN & HAMBURG, &c.	SUVERIC	Brit. str.	2 m.	PACIFIC MAIL S.S. CO.	On 23rd March, at Noon	
HAVRE, BREMEN & HAMBURG, &c.	MONTAGUE	Brit. str.	2 m.	PACIFIC MAIL S.S. CO.	To-day, at 1 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	PERSSIA	Brit. str.	—	TOYO KABEN KAISHA	On 12th inst., at 1 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	KOREA	Aus. str.	—	MELCHERS & CO.	On 19th inst., at Noon.	
HAVRE, BREMEN & HAMBURG, &c.	SHINYA MARU	Aus. str.	—	SANDER, WIELER & CO.	On 10th inst., at 1 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	PRINZ WALDEMAR	Aus. str.	—	SANDER, WIELER & CO.	On 22nd inst., at 3 A.M.	
HAVRE, BREMEN & HAMBURG, &c.	EN FIRE	Brit. str.	—	DODWELL & CO., LTD.	On 19th inst., at 12th inst.	
HAVRE, BREMEN & HAMBURG, &c.	KUMANO MARU	Aus. str.	—	THE BANK LINE, LIMITED	On 27th inst., at 7 A.M.	
HAVRE, BREMEN & HAMBURG, &c.	NIPPON	Aus. str.	—	CANADIAN PACIFIC R. CO.	On 9th inst.	
HAVRE, BREMEN & HAMBURG, &c.	PRINZ WALDEMAR	Aus. str.	—	PACIFIC MAIL S.S. CO.	To-day, at 4 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	KAMO MARU	Aus. str.	—	TOYO KABEN KAISHA	On 18th inst., at 11 A.M.	
HAVRE, BREMEN & HAMBURG, &c.	YAWATA MARU	Aus. str.	—	MELCHERS & CO.	On 17th inst., at Noon.	
HAVRE, BREMEN & HAMBURG, &c.	TSINGTAU, WEIHAIWEI & CHEFOO	Aus. str.	—	NIPPON YUSEN KAISHA	On 11th Feb., at Noon.	
HAVRE, BREMEN & HAMBURG, &c.	SHANGHAI, MOJI & KOBE	Aus. str.	—	NIKKON YUSEN KAISHA	On 19th inst., at Noon.	
HAVRE, BREMEN & HAMBURG, &c.	SHANGHAI, MOJI & KOBE	Aus. str.	—	NIKKON YUSEN KAISHA	On 19th inst., at 5 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	Aus. str.	—	NIKKON YUSEN KAISHA	About 9th inst.	
HAVRE, BREMEN & HAMBURG, &c.	SHANGHAI, MOJI, KOBE & YOKOHAMA	Aus. str.	—	NIKKON YUSEN KAISHA	On 18th inst., at 11 A.M.	
HAVRE, BREMEN & HAMBURG, &c.	SHANGHAI, KOBE & YOKOHAMA	Aus. str.	—	NIKKON YUSEN KAISHA	On 17th inst., at Noon.	
HAVRE, BREMEN & HAMBURG, &c.	SHANGHAI, KOBE & YOKOHAMA	Aus. str.	—	NIKKON YUSEN KAISHA	On 11th Feb., at Noon.	
HAVRE, BREMEN & HAMBURG, &c.	SHANGHAI, KOBE & YOKOHAMA	Aus. str.	—	NIKKON YUSEN KAISHA	Quick despatch	
HAVRE, BREMEN & HAMBURG, &c.	TAMSIU VIA SWATOW & AMOY	Aus. str.	—	NIKKON YUSEN KAISHA	On 9th inst., at 4 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	ANPING VIA SWATOW & AMOY	Aus. str.	—	NIKKON YUSEN KAISHA	To-morrow.	
HAVRE, BREMEN & HAMBURG, &c.	SWATOW	Aus. str.	—	NIKKON YUSEN KAISHA	On 19th inst., at 4 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	AMOY & SHANGHAI	Aus. str.	—	NIKKON YUSEN KAISHA	To-day, at 4 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	SWATOW, AMOY & FOOCHOW	Aus. str.	—	NIKKON YUSEN KAISHA	Tomorrow, at 4 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	SWATOW, AMOY & FOOCHOW	Aus. str.	—	NIKKON YUSEN KAISHA	On 9th inst., at 1 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	SWATOW, AMOY & FOOCHOW	Aus. str.	—	NIKKON YUSEN KAISHA	On 11th inst., at 4 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	MANILA	Aus. str.	—	NIKKON YUSEN KAISHA	On 12th inst., at M'night	
HAVRE, BREMEN & HAMBURG, &c.	CEBU & ILOIO	Aus. str.	—	NIKKON YUSEN KAISHA	On 13th inst., at 4 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	MANILA, MANGARIA, ILOIO & CEBU	Aus. str.	—	NIKKON YUSEN KAISHA	On 19th inst., at Noon.	
HAVRE, BREMEN & HAMBURG, &c.	MANILA, MANGARIA, ILOIO & CEBU	Aus. str.	—	NIKKON YUSEN KAISHA	On 5th Feb., at 6 P.M.	
HAVRE, BREMEN & HAMBURG, &c.	BATAVIA, CEERIOM, SAMARANG, &c.	Aus. str.	—	NIKKON YUSEN KAISHA	About 11th inst.	
HAVRE, BREMEN & HAMBURG, &c.	BOMBAY via SINGAPORE & PENANG	Aus. str.	—	NIKKON YUSEN KAISHA	On 12th inst., at 4 P.M.	

